

Engineering Department

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TO: WLC Architects

FROM: Jake Lavin, Project Manager

SUBJECT: Fire Station #8 Comments

The table below summarizes the comments collected from community meetings held on March 24, 2004, April 21, 2004, and September 13, 2004, where input was solicited on the proposed project. The Response/Next Steps column indicates the design team's response, which we have mutually developed, to each of the community comments. These responses serve to provide direction to the design team in the refinement of plans.

Item	Issue / Comment	Response / Next Steps
Site Plan Issues		
1	Utility corridor. A community member commented that utilities run in a corridor on the north side of the property near the fence line with the Sunset townhome development.	Utilities will be verified as part of the design.
2	Site plan features. The site plan should show areas designated for no parking, bus stops, and driveways into residential developments.	Site plan will identify these features.
3	Fence. The fence needs to be effective in abating the noise of the station. A community member(s) prefers an 8' wall. Question: can the wall be extended to 8' if noise is discovered to be an issue? Question: who maintains the fence? Question: does the existing fence stay?	A perimeter wall will be included in the project and it is proposed to be 6' tall made out precast panels with pilasters every 10'. A wall of this height will deflect most of the noise that an 8' wall would deflect. It could be extended to 8' with a decorative feature such as wrought iron but the solid panels cannot be extended after the fact. Open decorative panels would increase the sense of privacy but would not deflect noise. The wall will be located entirely on the fire

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		station site. It will be nearly maintenance-free. The City would fix the fence if were damaged in an accident. Existing fences that are not located on fire station site can stay or be removed. The City will work with the owners of any fences that are located in any part on the fire station site so that they can be relocated or replaced with the new perimeter fence.
4	Outdoor lights. The light should be contained to the site as much as possible.	The outdoor lights will have bafflers to shield the light from neighbors. Light will be directed toward work areas.
5	Sight lines with trees. The location of the street trees looks as though it might impair sight lines for exiting fire engines.	The final location of the trees will be determined with line of sight in mind.
6	Location of trees. Normandy Park Home Owners Association (HOA) may allow trees to be planted on its property in the existing greenbelt.	The fire station site will be landscaped on all sides. There should be a minimum of 13 large box trees. The selection and placement of trees and other landscaping will be coordinated to enhance the adjacent greenbelt to the extent possible; however, the City prefers to accommodate the larger trees on the fire station site itself.
Traffic / Off-site Improvements		
7	Overhead utilities. The project should underground utilities in the area. There was also a concern that, if a power pole were to fall down, it would impede emergency access.	The project is planning on undergrounding utilities directly in front of the site, but it will not modify utility facilities on either side of the property. The poles would not block the driveway if they were to fall down.
8	Uneven width of Fremont Blvd. On southbound Fremont between Nicolet and Tamayo, the number of lanes changes from three to two. Drivers act as if there are three lanes where there are two.	The project will consider striping modifications as part of the street improvements needed in front of the site. The City also will be adding a bike lane in the near future, and this will help to define the traffic lanes until the final build out of Fremont Blvd. is completed. [Per the City's General Plan, the final build out of Fremont Blvd is 3 lanes along this stretch].

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9	Street striping and signage. There should be adequate striping and signage to warn drivers of an approaching fire station.	Fire station signing will be posted in advance of the fire station and "Keep Clear" legends will be painted on Fremont Boulevard.
10	Traffic pre-emption for emergency response. Project should consider a stoplight or flashing red light to directly control traffic in front of fire station.	The project is planning to include preemption of the lights at Nicolet and Tamayo to facilitate safe emergency response from the site. Traffic Engineering has concluded that a mid-block light is not an option. It is not an effective solution based on impact on traffic flow (Fremont Blvd is a major arterial) and close proximity of adjacent intersections with traffic lights.
11	Warning light for fire station. There should be a strobe light on the fire station and/or on a fire station sign to warn drivers of an emergency response. Because of the change in traffic patterns along this stretch of Fremont Blvd, the City should provide as much warning to drivers as possible.	Traffic preemption at Nicolet and Tamayo should minimize traffic conflicts during emergency responses. Firefighters will take control of the traffic with their sirens and lights if needed.
12	Striping of No U-Turn area at break in median. Striping should be effective and should take into account immigrant cultural differences in interpreting striping as crosswalks.	The striping and signing details will be designed closer to construction, but they must conform to State and Federal standards.
13	Traffic safety at Brookvale Shopping Center driveway. Drivers making a left out of the shopping center pose a safety threat to northbound emergency responses. The City should prohibit left turns by installing a no turn sign or making the exit a right turn only. Project should replace the private stop sign in the shopping center with a standard street stop sign because the shopping center sign is not maintained. Question: does the City have liability for the private sign now that its condition has been brought up in a public meeting?	Drivers must obey the stop sign at the Brookvale Shopping Center egress onto Fremont Blvd whether it is on private property or public property. Maintenance of this stop sign is the responsibility of the landowner because it is on private property. Staff reviewed the stop sign across from the fire station site and concludes that the sign meets the standards for a stop sign and is functional. From the fire station site, emergency vehicles will have good visibility of the shopping center driveway and should be able to avoid accidents. Thus, it is not necessary to prohibit left turns out of the shopping center on the basis of the fire station location. The City does not have liability for the

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		private stop sign.
14	Traffic safety at median in front of Fire Station. U-turns at this median create a traffic hazard with the new fire station. Question: does the state traffic code allow u-turns in front of the proposed fire station?	A study of the volume and pattern of maneuvers at the median indicates that relatively few u-turns are being made (about 10 per hour at the peak). The state traffic code does not allow u-turns in front of the proposed fire station. The project is not proposing to install a No U-turn sign at the median.
15	Curb cut in front of Normandy Park HOA. Project should make a curb cut to allow left turns into Malva Terrace and then the left turn lane in front of the new fire station can be restricted to emergency vehicles.	A curb cut in front of Normandy Park would be expensive and is outside the scope of this project. It would need to be considered as part of another capital improvement project.
16	Workshop on traffic issues. A separate workshop on Fremont Blvd traffic issues was requested. In addition to other traffic issues raised, it was mentioned that drivers run the lights at Nicolet and Tamayo and traffic from I-880 uses this stretch of Fremont Blvd when there is a problem on the interstate.	The fire station project will only address traffic issues directly related to the project. The Fire Bond proceeds can not be used to solve unrelated traffic problems. The street will be marked "Keep Clear" in front of the driveway for those times of heavy traffic.
Floor Plan / Elevations		
17	Lights in turnout room. A community member expressed concern about light emanating from the turnout room.	The turnout room has been moved to an interior location.
18	Solar light tubes and energy efficiency. The project design should incorporate these ideas.	The project will be designed to be as energy efficient as possible within the budget and per the State Energy Codes in Title 24.
19	Exterior design comments. The station should fit into the neighborhood. A community member commented that the shopping center should not serve as a model for the project. Other comments include: the south side roof should be a shed style instead of a hip style.	The final elevation designs proposed to the Planning Commission will be similar to the one presented at the April 21 meeting. After looking at the shed roof and the hip roof alternatives side-by-side, staff recommends the hip roof because it will help unify the look of the station from Fremont Blvd. As it is, there are two different roof treatments, and the shed roof would introduce a third treatment. The hip roof is more consistent with the other roof treatments.

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20	Colors and materials. Community members generally did not want a bright, multi-color scheme. They like red because of its association with the fire department.	The color scheme and materials will be similar to what was presented at the September 13 meeting. In an effort to keep the project on budget, the apparatus bays will be built out of masonry block, and the front exterior will be split faced (a texture block) in a red color. A matching veneer will be used to accent other parts of the building, with the majority of the exterior being an off white / gray color stucco. There will be red accent paint in some locations as well.